



DeSoto



New Era of
Discovery
A STEWARDSHIP PLAN

D E S O T O C O U N T Y , M I S S I S S I P P I

PLACETYPE GUIDELINES

A D E V E L O P M E N T G U I D E

P L A C E T Y P E G U I D E L I N E S B Y



G R E S H A M
S M I T H A N D
P A R T N E R S

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Local Images: Courtesy of the DeSoto Camera Club.

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OTHER DOCUMENTS IN THE STEWARDSHIP PLAN INCLUDE:

EXECUTIVE SUMMARY
CORRIDOR COMPASS
STRATEGIC PLAN
DEVELOPMENT FRAMEWORK
PUBLIC FACILITIES PLANNING GUIDE
IMPLEMENTATION GUIDE

BACKGROUND REPORTS:

PEOPLE AND MARKET
BUILT AND NATURAL ENVIRONMENT
CASE STUDIES AND LESSONS LEARNED

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Overview

Many places throughout the country are transitioning from conventional land use designations to placetypes when developing their growth strategies. This change is driven by a renewed interest in the interrelationship between land use and urban design for creating unique places. Generalized development characteristics used to describe different placetypes may include: primary and secondary land uses, residential density, non-residential intensity, prevailing building height, open space elements, street connectivity, and typical modes of transportation. The emphasis on land use and urban design in the placetype descriptions guides future decisions about growth and development, land preservation, resource protection, viable transportation service, and the provision of community facilities and services.

In the development of the growth scenario, a GIS based exercise conducted as part of this plan's creation, placetypes were considered the "building blocks" of the future community. Since the objective of this chapter is not to map future land uses but rather to identify appropriate patterns and forms of development in the I-269 Corridor, each placetype represents a "snapshot" example of a typical pattern of development within sectors of the study area. Each placetype varies in mixture of land uses, development densities/intensities, building heights, open space allocation, and street connectivity levels.

The DeSoto County Planning Commission, DeSoto County Board of Supervisors, planning staff and other key agency stakeholders are encouraged to use the *Placetype Guidelines* when considering revisions to land use plans, policies or ordinances, which could be used as tools to implement the preferred development patterns in the sector plans. The placetypes are not meant to be synonymous with zoning districts, nor should they be thought to completely replace rules or requirements in locally-adopted comprehensive plans and zoning ordinances.

The placetypes proposed in this chapter are intended to guide the design and form of new development that occurs within the sectors of the study corridor. However, the County recognizes that there is the potential for existing development that will be impacted by the growth. To address the transitions between existing and future development, the planning commission should

consider the sequence or adjacency of placetypes in the development review process to determine if appropriate transitions from existing to new development are achieved. Particular attention should be paid to the design and use of the perimeter lots and/or roads of new developments. These areas should include a transition in scale, function, and use that lessens the impact of new develop-

ment and integrates the new forms into an environment that is compatible with the existing communities in the corridor while meeting the guiding principles of the **Stewardship Plan**. The transitions and compatibility guide on the following page illustrates the appropriate way to transition from one placetype (including the use and form of existing neighborhoods) to another.

TRANSITIONS AND COMPATIBILITY GUIDE

The diagrams below illustrate four appropriate transitions from one placetype to another and between existing and future developments. These transitions are hypothetical. Other options include transitions from existing development with a series of placetypes.



Figure 1: Illustrations provided by McBride Dale Clarion. 2013.

Placetypes

A key element of the Growth Scenario developed in the “Vision” phase of the study was the creation of the placetypes. The placetypes illustrate development patterns that will help the county to realize the vision embodied in the Guiding Principles of the Stewardship Plan.

The visioning process resulted in the creation of fifteen unique placetypes. Design considerations for each placetype can be divided into three major categories:

DISTRICT CHARACTERISTICS

A district is the broadest building block of each placetype. It primarily sets out how the building sites relate to one another and their relationship to the local street network. A district pattern sets guidance for the form of land subdivision and road networks. For example, a complete district includes a well-connected vehicular and pedestrian circulation system—a system of blocks that are walkable—with appropriate facilities and amenities such as a mix of different housing styles, commercial and service buildings, parks and open spaces, and essential community facilities like schools, and fire stations. A diversity of uses creates neighborhoods and unique places that are economically vital with lasting value and character for the community.

SITE CHARACTERISTICS

The site recommendations in each placetype provide guidance for the preferred layout for individual building lots. These recommendations relate to setbacks and lot coverage requirements. The way in which buildings, circulation, parking and landscapes are arranged on a site can create a vehicle-dominated location or a pedestrian-oriented one. For example, site design features that contribute to pedestrian orientation include building orientation toward the street, relationship between public, semi-private, and private spaces (minimized setbacks), and arrangement of sidewalks and driveways.

BUILDING CHARACTERISTICS

The building recommendations refer to the common characteristics of buildings or architecture within an area or district. Building height, density and floor-area ratio, architectural elements, mass and scale, relationship to adjacent buildings and streets, orientation of the entry, and the design and type of ground floor land uses strongly influence the character of an area and its walkability. An important element of site and building design is designing to the scale of a human – a scale that is comfortable to a person walking adjacent to a site or building.

THE PLACETYPES

The following placetypes were created for the Stewardship Plan, and their district, site and building characteristics are detailed and illustrated on the following pages:

- Natural Landscapes
- Farmland
- Rural Residential
- Village
- Conservation Subdivision
- Traditional Neighborhood
- Suburban Neighborhood
- Multi-Family Residential
- Neighborhood Commercial
- Hamlet
- Mixed Use Business/Town Center
- Interstate Highway
- Special Districts/Campus
- Corridor Commercial
- Industrial



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NATURAL LANDSCAPE



FORM AND PATTERN
Primary Land Uses
Nature preserve
Secondary Land Uses
Passive Recreation
Residential Density
Less than 0.50 du/ac (single-family)
Non-residential Intensity
N/A
Building Heights
1-3 stories
Open Space
99% Passive
Parking Placement
Surface parking lots
Street Connectivity
Low
Street Pattern
No local network
Primary Modes
Automobile
Secondary Modes
None

Figure 2: Aerial Image of Desoto County river corridor. Image Source: Google Maps, 2012

DISTRICT CHARACTERISTICS

- Land in the Natural Landscape placetype is retained or maintained in a natural forested or grassland state.
- Relatively minimal land subdivision and visible infrastructure.

BUILDING CHARACTERISTICS

Buildings are one to three stories high, but the land should be sparsely settled.

SITE CHARACTERISTICS

The vast amount of open space is intended to support passive recreation, as well as providing wildlife habitat and natural processes such as flood management, erosion control, or air quality.

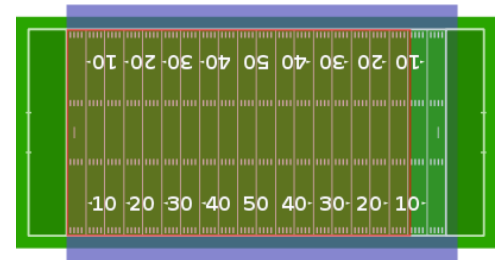
MIX OF USES

2%	Single-family residential
95%	Parks / Open Space
3%	ROW / Infrastructure

AVERAGE SCALE

100 acres

How big is an acre?



Red= One acre
Green= Football Field
Blue= Soccer Field

FARMLAND



Figure 3: Aerial image of farmland in the Delta Sector. Image Source: Google Maps. 2012.

FORM AND PATTERN

Primary Land Uses

Agriculture, silviculture, animal husbandry

Secondary Land Uses

Single-family residential, rural commercial, industrial/agricultural, civic/institutional

Residential Density

Less than 0.50 du/ac (single-family)

Non-residential Intensity

Less than 0.10 FAR

Building Heights

1-3 stories

Open Space

90% Passive

Parking Placement

Surface lots, garages

Street Connectivity

Low

Street Pattern

Grid

Primary Modes

Automobile

Secondary Modes

Walking, biking

DISTRICT CHARACTERISTICS

The Farmland placetype is defined by a pattern of large unsubdivided lots with widely spaced roads suited for agricultural and rural levels of traffic movement.

SITE CHARACTERISTICS

- The primary residence of the property owner and any processing or out-buildings associated with activities on the working farm are the only buildings on the land.

- Buildings are low in density and residential development and processing facilities should be considered “accessory” to the use of the land itself.

BUILDING

- Buildings are one to three stories high and are traditional in style for homes, barns and processing facilities.

MIX OF USES

5%	Single-family residential
90%	Parks / Open Space
5%	ROW / Infrastructure

AVERAGE SCALE

50 acres

RURAL RESIDENTIAL



FORM AND PATTERN
Primary Land Uses
Single-family detached
Secondary Land Uses
Farming / Agriculture
Residential Density
0.50 - 1 du/ac (single-family)
Non-residential Intensity
Less than 0.10 FAR
Building Heights
1-2 stories
Open Space
10% Passive
Parking Placement
Attached garages
Street Connectivity
Low
Street Pattern
Curvilinear
Primary Modes
Automobile
Secondary Modes
None

Figure 4: Rural residential in the corridor. Image Source: Google Maps. 2013.

DISTRICT CHARACTERISTICS

- Rural Residential is characterized by large lot, single-family home sites within a rural setting of winding roads and natural landscape. Each lot typically has direct access to the main rural arterial or subdivision road.
- There is limited connectivity between lots, and no commercial or public activities within walking distance.

SITE CHARACTERISTICS

- Rural Residential areas are characterized by single-family homes on large lots, abundant open space, pastoral views, and a high degree of separation between buildings.
- Buildings at the edges of most rural areas are generally oriented toward highways and have direct access to the adjacent highway through a private driveway.

BUILDING CHARACTERISTICS

- Buildings are one to two stories high.
- Buildings range from historic farm houses and barns to new residential development.

MIX OF USES

75%	Single-family residential
10%	Parks / Open Space
15%	ROW / Infrastructure

AVERAGE SCALE

Over 10 Acres

VILLAGE



Figure 5: The village of Lewisburg, Eastern Sector.

DISTRICT CHARACTERISTICS

- Villages are characterized as small rural communities of primarily single-family homes in a walkable environment located within 1/4 mile radius of a mixed-use core.
- Often includes a park and some civic or religious uses, along with one or two businesses/industrial operations at the perimeter of the village along a major roadway.

SITE CHARACTERISTICS

- Building setbacks are flexible to the range of uses and densities. The mixed-use core should have small block sizes to accommodate the denser mix of commercial, retail and office uses.
- On-street parking is suggested in the mixed-use core and higher-density residential areas. Where garages are present, they should be set to the rear or side of a residence so that they do not dominate the residential frontage.

BUILDING CHARACTERISTICS

Buildings are one to three stories high and should strive to maintain a reasonably high density, which in turn frees green space for public use or for use as a natural buffer.

MIX OF USES

65%	Single-family residential	2.5%	Civic / Institutional
3.5%	Commercial	10%	Parks / Open Space
1.5%	Office	15%	ROW / Infrastructure
2.5%	Industrial		

FORM AND PATTERN

Primary Land Uses

Single-family detached

Secondary Land Uses

Office, commercial, civic/inst., industrial, parks, accessory residential, attached residential

Residential Density

0.50 - 4 du/ac (single-family)

Non-residential Intensity

0.20 - 1.0 FAR

Building Heights

1-3 stories

Open Space

10%, Active (pocket parks, neighborhood parks) and Passive

Parking Placement

On-street, small surface lots, detached or attached garages

Street Connectivity

Medium

Street Pattern

Modified Grid

Primary Modes

Automobile, Walking, Biking

Secondary Modes

Transit

AVERAGE SCALE

125 acres/.25 mile radius
approximately

CONSERVATION SUBDIVISION



Figure 6: Example conservation subdivision. Image Source: MDC 2005

DISTRICT CHARACTERISTICS

- Conservation Subdivisions are semi-rural subdivisions composed of single-family and two-family homes. The clustering of homes provides common open space, which is intended to protect farmland and/or natural resources, or provide functional open spaces to the development.
- For both urban and rural situations, important land and natural resources can be protected by distributing density within an area to the sections of the area most suitable for development.
- Street pattern is curvilinear or irregular and street length and width is minimized.

SITE CHARACTERISTICS

Homes are clustered in the most accessible or buildable locations of a larger parent plot, building lots may be regular or irregular in size and shape, homes may face a local street, and are surrounded by large amounts of common open space and uninterrupted view of the surrounding countryside.

BUILDING CHARACTERISTICS

Buildings are one to two stories high and are traditional style homes.

FORM AND PATTERN
Primary Land Uses
Single-family detached and two-family homes
Secondary Land Uses
Farming / Agriculture
Residential Density
1 - 2 du/ac (single-family)
Non-residential Intensity
N/A
Building Heights
1-2 stories
Open Space
70% Passive (open space, recreational park, farmland)
Parking Placement
Attached garages
Street Connectivity
Medium
Street Pattern
Curvilinear
Primary Modes
Automobile
Secondary Modes
None

MIX OF USES

25%	Single-family residential
5%	ROW / Infrastructure
70%	Parks / Open Space

AVERAGE SCALE

More than 10 Acres

TRADITIONAL NEIGHBORHOOD



Figure 7: Diagram of a typical traditional neighborhood composition.
Image Source: McBride Dale Clarion 2010.

DISTRICT CHARACTERISTICS

- Traditional Neighborhoods are characterized by a pattern of small, walkable blocks and an interconnected street grid with a high level of connectivity.
- Predominantly single-family neighborhoods, with mixed-lot sizes, are clustered around a town center and civic/institutional uses.
- Allows for a mix of single-family detached, attached-single family and multi-family buildings.
- Streets often have narrower cross-sections and sidewalks creating a more pedestrian friendly environment.
- In more intense traditional neighborhoods, mid-block alleys can be used to enhance access to individual properties.

SITE CHARACTERISTICS

- Setbacks and site configurations vary slightly depending on the building size and lot. Buildings are oriented toward the street.
- Buildings are oriented toward the street and garages, when present, are located behind the main façade and are often detached.

FORM AND PATTERN

Primary Land Uses

Single-family detached, two-family and three-family residential units, townhomes

Secondary Land Uses

Multi-family residential (apartments, condos), commercial, civic/institutional (See also Neighborhood Commercial)

Residential Density

3 - 5 du/ac (single-family),
8 du/ac (multi-family)

Non-residential Intensity

0.30 - 0.70 FAR

Building Heights

1-2 stories, 3-5 stories may be appropriate in some locations

Open Space

15% Active (pocket parks, neighborhood parks) and Passive (public squares)

Parking Placement

Detached garages behind homes/buildings

Street Connectivity

High

Street Pattern

Grid

Primary Modes

Automobile, Walking, Biking

Secondary Modes

Transit

- Pocket and neighborhood parks may vary in scale but are intended to serve local residents as recreational and gathering space.

BUILDING CHARACTERISTICS MIX OF USES

- Buildings are one to two stories high and should strive to maintain a reasonably high density, which in turn frees green space for public use as an amenity. Three- to five-story buildings may be appropriate in some locations, particularly close to Town or Neighborhood Centers, as transition, and to accommodate smaller concentrations of higher density development.
- | | |
|-----|---|
| 60% | Single-family residential (on various lot sizes) |
| 3% | Multi-family residential (including town houses, 2 and 3-family houses, and 4-8 unit buildings) |
| 5% | Commercial |
| 2% | Civic / Institutional |
| 15% | Parks / Open Space |
| 15% | ROW / Infrastructure |

AVERAGE SCALE

- Buildings in existing Traditional Neighborhoods typically are of a traditional architectural style based on the era in which they were built. New and infill buildings should maintain traditional proportions and details common in the existing block.
- In new development, modern architectural styles are appropriate. Typically, buildings have a narrower façade facing the primary street of address, and gain area in depth, in proportion to the lot on which they are situated.
- Front porches are common.

40 or more acres (quarter-mile square)

A civic or small neighborhood commercial center will repeat about every quarter-mile within adjacent Traditional Neighborhoods.

SUBURBAN NEIGHBORHOOD



Figure 8: A suburban neighborhood displaying common elements of cul-de-sac, moderate front yards, and wide roads. Image Source: McBride Dale Clarion 2009.



Figure 9: A diagram showing common suburban development patterns or district characteristics and how new neighborhoods can be built near other developments. Image Source: Menaloux Triantifillou for MDC 2002.

FORM AND PATTERN

Primary Land Use

Single-family detached home

Secondary Land Use

Multi-family residential (townhomes, some apartments and condos)

Residential Density

1.5 - 7 du/ac (single-family)

12 - 15 du/ac (multi-family)

Non-residential Intensity

N/A

Building Height

1-3 stories

Open Space

15% Passive

Parking Placement

Attached garages or on-street parking

Street Connectivity

Medium

Street Pattern

Modified Grid

Primary Mode

Automobile

Secondary Mode

Walking

DISTRICT CHARACTERISTICS

- Suburban Neighborhoods are composed of a mix of housing types with low-to-high density residential home sites.
- A curvilinear street network with the use of culs-de-sac creates a semi-regular to irregular blocks or pods of home sites.
- Streets have a narrow to moderate cross section. Sidewalks and paths are provided on at least one side of the street and paths may be provided through common open spaces.
- Districts may include sub-districts of different housing types including single-family detached, townhouses, and multi-family structures.

SITE CHARACTERISTICS

- Individual lots are uniform in size (either rectangular or irregular in shape).
- Buildings typically are located in the center of lots with regular front and side yard setbacks. Garages are typically attached and may be side or front loading.
- Open space is passive and sidewalks and paths should be built on at least one side of the street and through common open space.

BUILDING CHARACTERISTICS

- Buildings are one to three stories high and should be similar in style and scale to surrounding neighborhoods.
- Wide lots allow for wider front facades than in a traditional neighborhood development.
- Attached garages are typically front or side loading with substantial driveways occupying front and side yards.

MIX OF USES

65%	Single-family Residential
5%	Multi-family Residential
10%	Parks / Open Space
20%	ROW / Infrastructure

AVERAGE SCALE

60 or more acres

MULTI-FAMILY RESIDENTIAL



Figure 10: Aerial image showing a possible configuration of a multi-family district.



Figure 11: Courtyard style multi-family. Image Source: Clarion Associates 2008.

FORM AND PATTERN

Primary Land Uses

Multi-family residential (townhomes, apartments and condos, senior housing)

Secondary Land Uses

Civic / institutional

Residential Density

8 - 16 du/ac (multi-family)

Non-residential Intensity

N/A

Building Heights

1-4 stories

Open Space

10% Passive

Parking Placement

Structured or on-street parking

Street Connectivity

Medium

Street Pattern

Modified Grid

Primary Modes

Automobile

Secondary Modes

Walking

N O T E

This placetype describes typical multi-family complexes. Multi-family buildings or uses may be appropriate in other placetypes as a secondary use.



DISTRICT CHARACTERISTICS

- Multi-Family Residential is generally formed by complexes or communities that support high intensity residential building types, such as town homes, apartments, condominiums and senior housing.
- Large parking lots and low street connectivity are common in Multi-Family Residential areas.
- Open spaces and landscaping along the perimeter or edges of developments act as a buffer from commercial or higher intensity development, and to screen the uses from adjacent single-family residential uses.

SITE CHARACTERISTICS

- Buildings are aligned along a corridor, and are typically configured around internal roads and open space.
- Buildings may be connected by common spaces such as hallways, causeways, or covered walkways.
- Clusters of buildings typically surround shared yards, common features like club houses, pools, or water features.
- Subdivision patterns and individual lots are of little importance as ownership is consolidated or a condominium where no land is associated with the residential unit. Building spacing should be influenced by light and fire clearance requirements.

BUILDING CHARACTERISTICS

Buildings are one to four stories high and should have finished facades that face the public right-of-way.

MIX OF USES

70%	Multi-family residential
10%	Parks / Open Space
20%	ROW / Infrastructure

AVERAGE SCALE

10 or more acres

NEIGHBORHOOD COMMERCIAL



Figure 12: Illustration of a Mixed-use Neighborhood Commercial center within a traditional neighborhood.



Figure 13: Three-quarter acre neighborhood commercial infill development showing scale and site placement of buildings.
Image Source: McBride Dale Clarion 2008.

FORM AND PATTERN

Primary Land Uses

Commercial / retail, office

Secondary Land Uses

Civic / institutional

Residential Density

N/A

Non-residential Intensity

0.15 - 0.30 FAR

Building Heights

1-2 stories

Open Space

15% Passive

Parking Placement

Screened surface parking in rear of buildings

Street Connectivity

Medium

Street Pattern

Varied

Primary Modes

Automobile

Secondary Modes

Walking

DISTRICT CHARACTERISTICS

- Neighborhood Commercial is characterized by a locally-oriented concentration of retail, office and service uses that are typically located at busy arterial intersections within neighborhoods or at their perimeter.
- This subdistrict may occupy the four corners of an intersection, or only one lot within a neighborhood.
- Uses are intended to service the daily needs of the surrounding residential neighborhoods.
- The district characteristics should be influenced by the larger parent district (Traditional Neighborhood, Town Center, Suburban Neighborhood, Village, etc.).
- Neighborhood Commercial may be used as a transition between neighborhoods and more intense business districts.

SITE CHARACTERISTICS

- The buildings should be concentrated at the main arterial intersection to provide a sense of spatial enclosure, and prominence within the neighborhood.
- Setbacks should be minimized or similar to the setbacks on adjacent lots in neighborhoods. Surface parking should be placed at the rear of buildings, shielded from the sidewalk and arterial streets. Large surface parking lots should be placed within the interior of blocks and arranged to maximize sharing between multiple uses. On-street parking is encouraged.
- A public plaza or pocket park is the most appropriate type of open space and should be established as public civic space at the core of the district.

BUILDING CHARACTERISTICS MIX OF USES

- Buildings are one to two stories high and should integrate in scale and architectural style with the surrounding neighborhood.
 - The scale of the buildings should be similar to that of adjacent homes.
 - Mixed-use structures and the adaptive re-use of an existing residential structure are encouraged.
- | | |
|-----|-----------------------|
| 50% | Commercial |
| 10% | Office |
| 5% | Civic / Institutional |
| 15% | Parks / Open Space |
| 20% | ROW / Infrastructure |

AVERAGE SCALE

15 acres maximum

HAMLET



Figure 14: Nesbit displays common historical clustering of non-residential uses and a few homes near rural crossroad. Settlement patterns like this are also referred to as hamlets. Image Source: Pictomertry Birds-eye, 2012.

DISTRICT CHARACTERISTICS

- A Hamlet is the rural equivalent of a Neighborhood Commercial placetype with a small amount of associated residential.
- Hamlets are typically focused around a crossroads or near a rail line.
- Hamlets are characterized by the development of the four quadrants of a rural street intersection, and are usually focused around a rural business, a historic landmark, church, or civic use (i.e. schools, post office).
- Small-scale commercial businesses, such as gas stations, convenience stores, or restaurants, serve some daily needs of the surrounding rural residents.
- A loose collection of homes along the major roadways is also common.
- Hamlets can serve as the central focus for commercial activity within a rural area. When the rural areas around a Hamlet develop they can transition to a Village Placetype.
- Minimal local road networks are present; lots have access directly from major arterial roadways.

SITE CHARACTERISTICS

- Uses are often clustered and no open space is reserved.
- Residential densities are relatively high for rural areas, and typically the homes are situated on frontage lots of various sizes with direct access to a major road.

FORM AND PATTERN

Primary Land Uses

Commercial

Secondary Land Uses

Single-family homes, Civic / institutional

Residential Density

Up to 6 du/ac (single-family)

Non-residential Intensity

0.20 - 1.0 FAR

Building Heights

1-3 stories

Open Space

0% Passive

Parking Placement

Surface lots, detached or attached garages

Street Connectivity

Low

Street Pattern

No local network

Primary Modes

Automobile

Secondary Modes

Walking, Biking

BUILDING CHARACTERISTICS

- Buildings are one to three stories high.

MIX OF USES

45%	Single-family residential
25%	Commercial
10%	Civic / Institutional
20%	ROW / Infrastructure

AVERAGE SCALE

15 acres

MIXED USE BUSINESS/TOWN CENTER



Figure 15: The Green in Beavercreek, Ohio is a mixed use town center that combines commercial, office, residential and public spaces into a unique destination. Image Source: The Greene. 2012.

DISTRICT CHARACTERISTICS

- A Mixed-Use Business / Town Center is an urban-style destination intended to serve as a center to live, shop, work and play in the community.
- The higher intensity multi-story apartments, condominiums, retail, entertainment and office uses are intended to cater to an 'urban' lifestyle, providing a comfortable pedestrian environment of blocks based on a grid or intersecting perpendicular street pattern.
- The higher-intensity residential areas are encouraged within close walking distance to the main arterial.
- The district should include internal street networks with regular to semi-regular blocks.
- A Mixed-Use Business/Town Center should at a minimum include the following components:
 - A central concentration of mixed use buildings including retail and service uses on the ground floor, office, services, and residential units on upper stories.
 - A common open space or plaza.
 - Sidewalks and on-street parking.
 - Shared parking structures and lots.

FORM AND PATTERN
Primary Land Uses
Office, commercial/retail, Multi-family residential (apartments, condos, senior housing)
Secondary Land Uses
Civic / institutional
Residential Density
6 - 12 du/ac (multi-family)
Non-residential Intensity
0.50 - 1.5 FAR
Building Heights
1-3 stories
Open Space
15%, Active (pocket parks, neighborhood parks) and Passive (public plaza)
Parking Placement
Structured parking, surface lots behind buildings
Street Connectivity
High
Street Pattern
Grid
Primary Modes
Automobile, Walking, Biking, Transit
Secondary Modes
None

- Further from the core, single use commercial buildings, and residential blocks of town houses or multi-family buildings.
- Traditional Neighborhoods may be built adjacent to a Mixed-Use Business/Town Center to expand the scale and accommodate additional residential growth.

SITE CHARACTERISTICS

- Buildings should be arranged to create a consistent street wall close to sidewalks, and organization of buildings around a central square or main street is encouraged.
- Parking is placed in structures or in surface lots behind buildings to create a more pedestrian-friendly environment, which includes well-connected sidewalks, bike lanes, planting strips and street furniture.
- A public plaza is the most appropriate type of open space and should be established as public civic space at the core of the town center. Pocket parks and neighborhood parks may be established in surrounding areas.

BUILDING CHARACTERISTICS

- Buildings are one to three stories high and can display traditional architectural characteristics, however modern or vernacular architecture can influence the style of buildings, however, human proportions should be reflected in the architecture.
- Buildings should incorporate human scale elements.
- Windows and doors should be arranged to provide transparency along the street wall and create a regular pattern in each building.
- Multi-story, mixed-use buildings with structured, underground, or internal parking areas are encouraged.

MIX OF USES

25%	Commercial
20%	Office
15%	Multi-family Residential
5%	Civic / Institutional
15%	Parks / Open Space
20%	ROW / Infrastructure

AVERAGE SCALE

30 or more acres

INTERSTATE HIGHWAY

Interstate Highway placetypes describe the location of a place more than the form of the place. Since the form of each interchange will vary based on the existing development pattern, the mix of proposed uses, and the availability of other utilities and services, these locations should be considered for more focus master planning. It is recommended that the county undertake a study of the land within one quarter mile of each of the exits to prepare a coordinated transportation network, development pattern and access management plan.

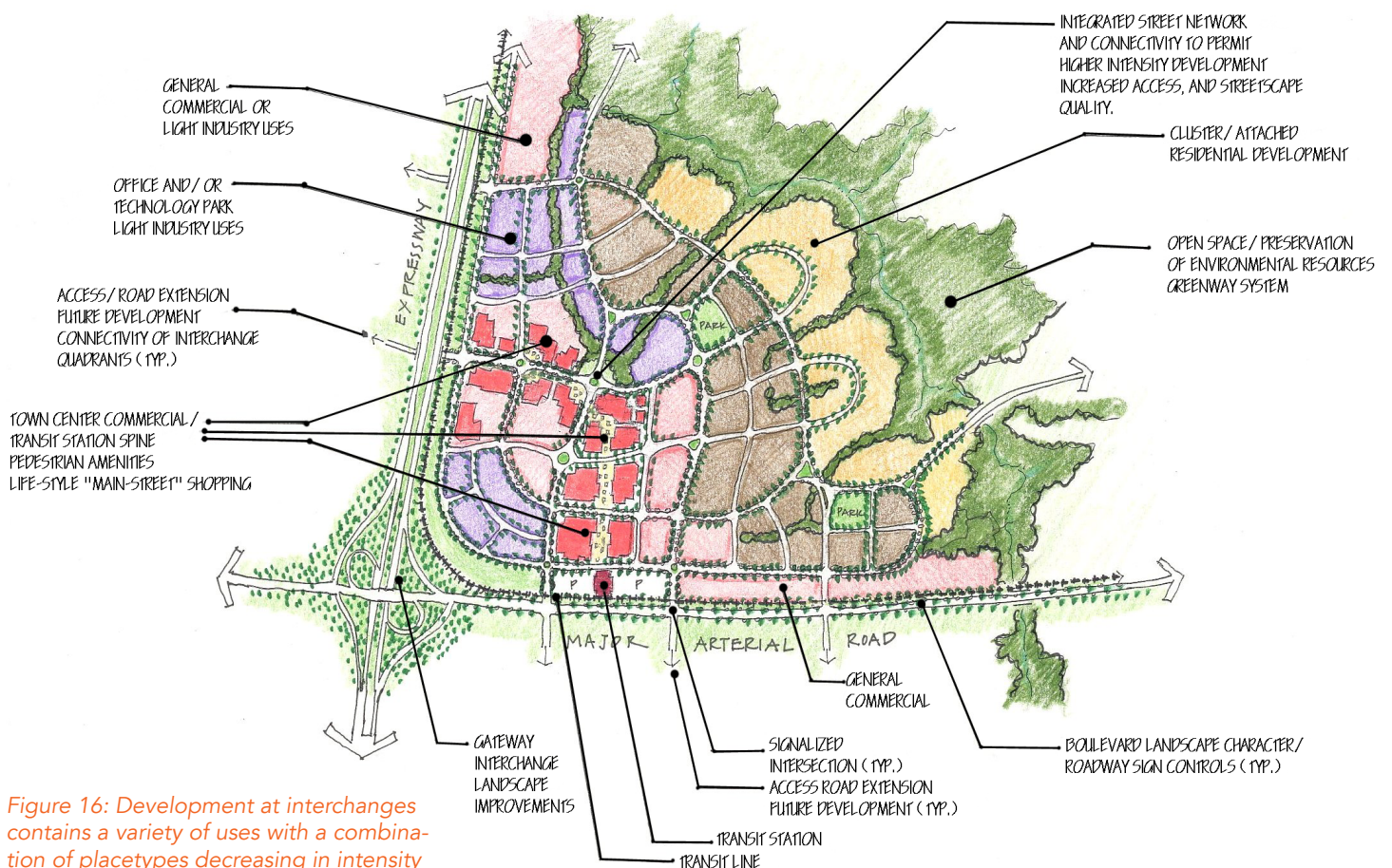


Figure 16: Development at interchanges contains a variety of uses with a combination of placetypes decreasing in intensity as they are farther from the most visible areas. Image Source: Menelaos Triantifilou for MDC 2002.

DISTRICT CHARACTERISTICS

- Interstate Highway Districts may share characteristics with Special Districts or Mixed-Use Town Centers.
- Interstate Highway is intended for the development of the four quadrants of an interchange, intended to serve as a first impression “gateway” into the community.
- The district serves as a regional economic engine with large employment populations, and a variety of uses, such as office complexes, commercial, research parks.
- With their location in close proximity to major vehicular transportation gateways, the Interstate Highway District should be designed to accommodate high volumes of vehicular traffic.
- Careful use of access management from the primary roadway or interchange is essential to maintain adequate traffic flow.
- As key hubs for travelers, interstate highway districts should incorporate multi-modal transportation options so travelers can switch travel modes easily within their boundaries.
- Frontage lots with direct access to the local road with ramp access are discouraged within 1/8th mile of the ramp intersections and interchange. Parallel access roads and master planned developments are the preferred approach for developing land at the exits, to maintain safe traffic flow on the highway and local roads.

FORM AND PATTERN

Primary Land Uses

Commercial, office, research park

Secondary Land Uses

Townhomes, single-family clustered homes, civic/institutional, light industrial

Residential Density

6 - 8 du/ac (single-family)

Non-residential Intensity

0.20 - 1.0 FAR

Building Heights

1-3 stories

Open Space

10% Passive

Parking Placement

Structured parking or deck parking

Street Connectivity

High

Street Pattern

Grid

Primary Modes

Automobile, Walking

Secondary Modes

Transit

SITE CHARACTERISTICS

- The site should vary to accommodate the variety of development that occurs around the interchange.
- A one mile square master plan should be completed for each interchange/exit to coordinate access management with development forms appropriate to capitalize on the high visibility easy access locations.
- Surface parking is discouraged; structured or deck parking is preferred to preserve open space.

BUILDING CHARACTERISTICS

- Buildings are one to three stories high and architectural themes should be developed for each interchange quadrant area. Taller buildings may be appropriate to accommodate higher density office buildings.

MIX OF USES

The mix of use varies by location, but may include an array of other placetypes described in these Guidelines.

AVERAGE SCALE

A minimum of one-quarter mile from highway rights-of-way.

SPECIAL DISTRICTS

The Special District Placetype applies to any development form that has its own unique internal layout of streets, blocks, and buildings typically owned, maintained or designed by a single entity.



Figure 17: Example of a university campus. Source: University of Mississippi. 2012

DISTRICT CHARACTERISTICS

- Special Districts are intended to support large numbers of employment uses, and will take different forms based upon the use and the intensity of the use.
- Most suitably located near but just off major roads and highways, Special Districts could include such uses as: educational campuses, industrial and business parks, office parks, or expo centers.
- A local road network will be required to accommodate heavy freight traffic where industrial uses are concentrated, and high levels of vehicular traffic during peak rush hours for office and educational districts.
- Multi-modal transportation options should also be integrated in these districts to provide alternative travel to and from these destination districts.

SITE CHARACTERISTICS

- Buildings located internal to a Special District and situated in a “campus-like” arrangement should be drawn closer to the street for optimal pedestrian access between adjacent buildings.
- Surface parking should be placed to the rear of buildings, shielded or screened from the sidewalk and the street.
- Access to the campus should be compatible with surrounding uses and development should include necessary buffering or transitions from adjacent uses.

FORM AND PATTERN
Primary Land Uses
Education campuses, office parks, light industrial complexes, or expo centers
Secondary Land Uses
Commercial
Residential Density
N/A
Non-residential Intensity
0.25 - 1.0 FAR
Building Heights
1-4 stories
Open Space
5% Passive
Parking Placement
Surface parking lots
Street Connectivity
Medium
Street Pattern
Modified Grid
Primary Modes
Automobile
Secondary Modes
Walking

BUILDING CHARACTERISTICS

- Buildings are one to four stories high and tend to have large footprints.
- Architecture will be the product of the district’s function and will vary in each special district.

MIX OF USES

Varies by primary use and function.

AVERAGE SCALE

20 acres or more

CORRIDOR COMMERCIAL

This placetype should be used sparingly and is not encouraged as a prominent form for the corridor. It may be appropriate within suburban or traditional neighborhoods in limited amounts in context like a “Main Street” type district. Major corridors (arterials and collectors) should not be dominated by extensive corridor commercial development because of the access management issues associated with this type of development. See Goodman Road as an example of Corridor Commercial placetype development form.

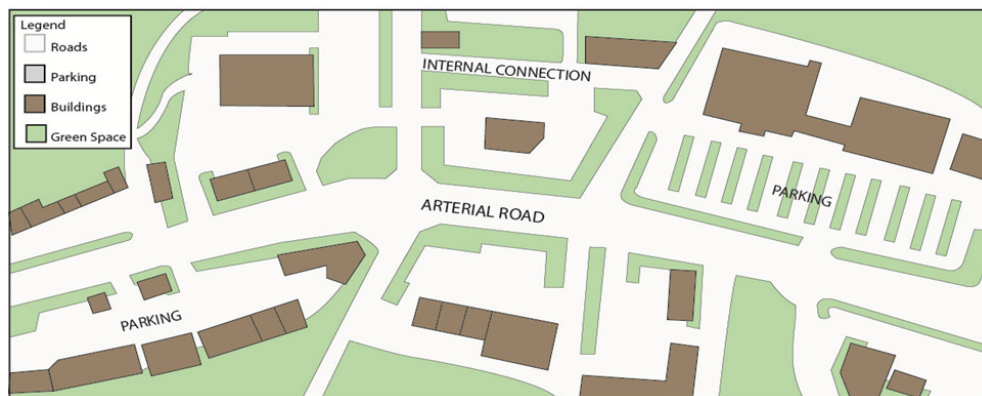


Figure 18: A mixed layout common in corridor commercial development.
Image Source: McBride Dale Clarion. 2013.

DISTRICT CHARACTERISTICS

- Corridor Commercial is highway and auto-oriented development composed of a mixture of commercial, retail and services that are adjacent to or near major arterials.
- Districts are linear and follow a major corridor.
- This placetype will draw customers from a more regional service area than the Neighborhood Commercial, and will not have as strong a relationship with nearby residential neighborhoods.

SITE CHARACTERISTICS

- Buildings generally have a single-lot depth and have large setbacks from the road to accommodate for surface parking lots. Surface parking is encouraged to be located to the rear or side of the building.
- Densities are relatively low, may be increased by requiring smaller side setbacks and providing incentives to build taller buildings with smaller footprint sizes.

BUILDING CHARACTERISTICS

Buildings are generally one to three stories. It is recommended that building facades follow a local vernacular-style of design and materials to create a look and feel unique to the area.

MIX OF USES

Primarily commercial, retail, services, hospitality with some civic and institutional uses, and parks.

FORM AND PATTERN

Primary Land Uses

Commercial, retail

Secondary Land Uses

Office

Residential Density

N/A

Non-residential Intensity

0.10 - 0.15 FAR Rural areas

0.15 – 0.50 Suburban areas

Building Heights

1-3 stories

Open Space

5% Passive

Parking Placement

Surface parking lots

Street Connectivity

Low

Street Pattern

Varied

Primary Modes

Automobile

Secondary Modes

AVERAGE SCALE

20 acres

INDUSTRIAL

Industrial parks would be developed under the Special District Place type as a campus with internal circulation. Industrial placetypes address free- standing single building industrial development with access from a major corridor.

DISTRICT CHARACTERISTICS

- The Industrial placetype is typically located near major roads, highways, and railways. These sites may include manufacturing centers, warehouse and distribution centers and assembly operations.
- The Industrial areas are intended to provide opportunities to concentrate employment and thus to help maintain and increase the amount of employment in the region.
- The location of industrial districts is appropriate along rural corridors and should be designed to consider the surrounding uses and the potential impacts on residential and farming operations in terms of noise, odor, or transportation implications.

SITE CHARACTERISTICS

- They are often buffered from surrounding development by transitional uses or landscaped areas that shield the view of structures, loading docks, or outdoor storage from nearby properties and roads.
- Buildings should be clustered so that uses that support or serve one another are located in the same areas.

BUILDING CHARACTERISTICS

- Buildings are generally one to two stories and have large footprints.

MIX OF USES

Manufacturing and agricultural processing

AVERAGE SCALE

20 acres

FORM AND PATTERN
Primary Land Uses
Light and heavy industrial, warehousing and manufacturing activities
Secondary Uses
None
Residential Density
N/A
Non-residential Intensity
0.10 - 0.20 FAR
Building Heights
1-2 stories
Open Space
5% Passive
Parking Placement
Surface parking lots
Street Connectivity
Low
Street Pattern
Modified Grid
Primary Modes
Automobile
Secondary Modes
None

